



## FAT BOY 4 COMPLETE EXHAUST SYSTEM

**MODEL: 2008-10 Honda TRX 700xx**

1. Remove stock exhaust system; retain (2) header nuts and the bottom muffler bolt. The Top muffler bolt will be replaced with the enclosed 8x25mm bolt.
2. It is strongly recommended to use new exhaust gasket to ensure an excellent seal at the head pipe. These gaskets are an original Honda part # 18291-MEB-670 and can be purchased at any Honda dealership. For maximum performance and reliability it is very important that this gasket is in good condition when your Fat Boy 4 is installed.
3. Install header in exhaust port and hand tighten.
4. Once the header is installed, you are now ready to install the tail pipe/muffler assembly. The tail section is secured to the Fat Boy 4 muffler at the factory before shipping. *If these (4) 6mm stainless button head allen screws are ever loosened or removed they must be reinstalled with some form of medium strength thread lock (recommended Loctite 246 Blue Hi Temp).*  
Before sliding tail section onto header it is recommended to apply a thin coat of hi-temp silicone to the inside of the tail section (female side) approximately covering about 1/2" of the initial part of the tail pipe. This will keep exhaust from leaking at the slip-fit joint and make removing pipe in future easier.
5. Before installing tail pipe/muffler assembly bolts, replace top 8mm muffler mount bolt with the enclosed 8x25 bolt,
6. Now that your complete exhaust system is in place, survey the overall fit.  
Before final tightening, *(make sure there is minimum 3/16" clearance between clutch cover and pipe as header turns behind frame)*  
To secure, tighten the (2) muffler bolts first, secondly tighten the (2) header nuts (in an even pattern to torque to 17ftlbs).

### **SEE BELOW FOR TUNING and AIR INTAKE RECOMMENDATIONS**

7. **AIR INDUCTION:** For maximum performance DRI recommends installing a Pro Flow Air Cleaner kit (billet flange, K&N Filter, Outerwear) with air box lid removed.



8. **AIR FUEL MIXTURE MUST BE ADJUSTED. MIXTURE WILL BE TOO LEAN IF MACHINE IS RUN UNCORRECTED, RESULTING IN POSSIBLE ENGINE DAMAGE.**

**CARBURETION:** This machine is NOT carbureted. This machine is equipped with fuel injection. Read EFI information regarding tuning/adjusting air fuel mixture

**AIR FUEL RATIO/IGNITION:** Stock ECU should be replaced with Vortex X10 ECU. The Vortex ECU is preprogrammed with new fuel and ignition maps to work with modified exhausts systems and stock or modified engines.

**NOTE:** The ECU (Engine Control Unit) controls all fuel (jetting equivalent in carbureted engine) and all spark (CDI equivalent on carbureted engines)

**ELECTRONIC FUEL INJECTION:** To adjust the air fuel mixture on this machine (which is required with ALL performance engine modifications) a VORTEX X10 ECU- Engine Control Unit or VORTEX Interceptor is required.

**VORTEX ECU:** Top of Form

**VORTEX ECU:** Pre Programmed with 10 Performance Fuel & Ignition maps developed on the Dyno & Track - all the work is done for you! · Instant Plug in Performance (replaces standard ECU with no mods to wiring required) · Additional 3 fuel trim switches to adjust fuel mapping by +12.5% to minus 10% in Lo , Mid and Hi throttle opening· Adjustments made using a screwdriver and switches provide visual feedback as to changes made· Rubber Mounting Boot + Brackets supplied (where required)

- **V-Boost** - Programmable Voltage Boost Circuit for maximizing Spark Energy across the entire rev range· Higher Rev Limit (where required) · Robust design -fully waterproof - O-ring sealed switches

- **Diagnostic Flash codes** - tests for sensor faults and flashes codes to FI light

- **Re Programmable** (Software and Interface hardware not Included)

Bottom of Form

9. After running machine with your new system for approximately 10 minutes, you should check that all nuts and bolts are tight. Pay special attention to The (2) head pipe nuts. As exhaust gaskets warm up head pipe nuts must be re-tightened. These nuts should be checked 3 or 4 times in the first hour or so of riding.



**Tuning Notes:**

Colder temperature requires richer settings.

Higher elevations cause engine to be low on compression and generally require leaner settings. Be careful not to run machine to lean or engine damage may result. Run it to rich power will be lost. Air box lid on requires leaner settings than with lid off.

Optional: Header Guard options. The stock 700xx header guard will not work on your Fat Boy 4. But the stock guard off a 2006-16 Honda TRX 450ER we bolt on.

**FAT BOY 4 MUFFLER REPACKING SCHEDULE:** For proper exhaust performance and to keep noise level consistent it is recommended to repack your Fat Boy 4 exhaust every 20 hours of usage. Under extreme riding conditions packing could need replacement in as short as 10 hours. The repacking used in your Fat Boy 4 exhaust is a perishable item. (Similar to the oil in your engine). It is designed to suppress the exhaust note of your engine while maintaining proper exhaust function and maximum performance.

Failure to repack and maintain your exhaust system can and will result in engine power loss and excessive db noise levels. Running your fat Boy 4 equipped ATV with burnt, worn or low packing will also cause damage to your Fat Boy 4. Core, body and front and rear end caps. This unnecessary damage can and will affect your manufactures limited warranty. Unnecessary damage incurred to Fat Boy 4 due to use with failed packing will NOT be covered under Limited Lifetime Warranty

**WARRANTY CARD:** Make sure to fill out and mail in the Warranty Card included with the purchase of your new Fat Boy 4 exhaust System. Failure to mail in warranty card can void warranty. \* Warranty is only applicable to original purchaser.

**NOTE:** WARRANTY DOES NOT APPLY TO USED PARTS BOUGHT ON E-BAY, CRAIGS LIST, SWAP MEET ETC.

**For Questions or Technical assistance contact  
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**DRI also carries a complete line of World Championship winning performance items for your Honda TRX 700xx. Complete Engine kits, Hi Performance Pistons, Cams, Porting, Big Valve Kits, and ECU's Plus, Front Bumpers, Roll Design Suspension, Crown Series Brake lines, Elka Shocks.**

**For more info check out our website.  
[www.duncanracing.com](http://www.duncanracing.com)**